

## WIRING THE PHILIPPINES TOGETHER

How All the Important Points on the Islands Have Been Connected by Cable in Remarkably Short Time.

WHEN Manila fell there were practically no telegraph or cable connections anywhere in the Philippines. The system of land wires connecting the principal towns, and the cable between Manila and Iloilo, and Iloilo and Cebu, had been sealed and abandoned by the owners, the Eastern Extension, Australasia and China Cable Company, which announced that it would not open until the United States could assure protection for its employees and property.

Immediately upon the occupation of Manila the question of wires assumed a serious phase. Indeed, the trouble began at the capture of the place, and the destruction of our wires was the first hostile act of the insurgents. Upon Aguinaldo's taking the war-path it became useless to stretch a line unless the army surrounded it or unless it was defended by a patrol close enough together to shoot a message along. The system abandoned by the Eastern Extension company fell into his hands. He opened, repaired, improved and extended it with astonishing ability, utilizing even fence wire and untwisted wire rope, and always managing to destroy the portions in the territory he was forced from time to time to yield. The insurgents knew the value of wires, and at every opportunity a few men would slip by our lines or between them and haul away as much as they could conveniently carry.

Cable, though far more costly and requiring more time to lay, could be maintained in the Philippines; for the Filipinos had no "picking-up gear," nor grappling and cutting utensils. The War Department decided to establish a complete cable system, with alternates, as soon as possible. Contracts were placed, the work was rushed, and the Hooker, the first Philippine cableship, was dispatched post haste, taking on part of her equipment, which was procured in England, at Gibraltar.

The problem of securing a satisfactory force had been by no means an easy one, for the business of cable laying is a new one in the United States. The services of Mr. Otto Strubel, an engineer of the French Cable Company, were secured, and those of Mr. Henry Winter, an officer of the Anglo-American cable-ship Minia. But three men of the Hooker's crew had had experience in cable work. An expert joiner of rubber cable was enlisted in New York, but he deserted the expedition a few days before it left. Care had been taken, though,

to have two sergeants of the signal corps instructed by him in the art, in case of such an emergency.

After arriving at Manila the Hooker was sent to Hong Kong to coal, struck an outlying reef off Corregidor Island, and, after all, down went the cable to the bottom of the sea. Of course, that was its ultimate destination, but not in a lump. The ship was a total loss, but most of the cable and machinery, though somewhat damaged, was recovered and taken back to Manila. Then the Romulus was chartered and equipped with the recovered paraphernalia.

For the work in rivers and other shallow bodies of water barges were equipped and towed by small gunboats. The gunboats could repel disturbers and the same exposure was not necessary in reeling out the cable from the barges as was required to stretch land lines. About every five miles stops would be made to test what had been laid. The small military force that accompanied these expeditions when in hostile country was deployed as pickets when the electricians landed to make the tests. For the actual work of establishing the lines it was necessary to employ natives. It takes three natives to do the work of one American workman, but the native asks only \$5 per month salary, and his accustomed fare of rice, dried fish, etc. He loves to squat when reeling the cables and he works with as little effort as possible.

The first work was done by the army, but subsequently contracts were let for the entire work, laying as well as furnishing the cable. The government furnishes the cable ship, the necessary military protection and an officer as director and inspector. More than 2000 miles have now been laid, almost enough to reach from Honolulu to San Francisco. All the principal cities and every island of any size are connected. To be more explicit, cables connect Manila and Cavite, Taguig and Calamba, Taguig and Binang, Calamba and Los Banos, Los Banos and Santa Cruz, Liloan and Ormoc, Cebu and Liloan, Leyte and Tacloban and Samar, Naic and Corregidor, Guinayangan and Pasaco, and other points from the islands of Cebu to Bahol, Negros to Cebu, Cebu to Mindanao, Jolo to Mindanao, and also connecting points on the island of Mindanao, where land wires can not yet be maintained. Most of the work has been accomplished in the past twelve months, and little trouble is being experienced from intentional interruption, a striking evidence of American progress.

Very often ships weighing anchor

in the harbors, find the buoys entangled with the cable, and to save a few minutes' time, cut the cable instead of disengaging it. Nine out of ten of the breaks are due to this.

A curious protest was offered when the first military cable was laid—that from Cavite to Manila. The Eastern Extension Company had acquired a new franchise from Spain just before the war, with the sole right of cables in the Philippines. This franchise lasts until 1940, and a clause in the contract provides a payment of £5000 for each year before that date that other cables shall be used. The company has now put in a claim upon the United States for the amount, but the claim will be ignored for reasons connected with the disposition of the cable at the beginning of the war.

A few days prior to the opening of the war, under an emergency contract with the Spanish Government, stimulated by the approach of hostilities, the company extended its Hong Kong cable, which landed on Luzon, at Balino, to Manila. Admiral Dewey endeavored in vain to obtain a neutralization of this cable; the Spanish officers refused to permit him to use it. He, therefore, cut it. Five days after Manila fell he dispatched a vessel to the point of rupture, about two miles off Cavite, where the cable lay in about ten fathoms. The wave action had carried the ends about 200 feet apart, to the full length of a stout rope that had joined them to facilitate recovery. There was no regular cable to be had, and the repair was accomplished by splicing in a piece of insulated field wire with such an allowance of slack that the stay rope, which was left on, should bear the strain. Hong Kong was called only to find that to avoid complications, the company had sealed the cable; and after all the grappling and improvising the dispatch-boat had to be continued. It was some time after the protocol was signed that the Spaniards and the company's officers decided to break the seal. The use of a cable for exchange of messages in place of the slow service of the dispatch-boat at this time would have been of inestimable value to this government, but the British company took no note of that and now it will probably cost them dear.

It is now just a matter of time before an American cable will span from the Philippines to some point on the coast of China and Japan. The same Eastern Extension Company now charges 75 cents per word for messages from Manila to Hong Kong, about three times the rate from the United States to Europe.

This government is not in the International Telegraph Union, which practically eliminates our voice from the conduct of the great cables, and in case of emergency gives other countries—those in the union—prior right to the use of them. The Philippine system is America's first step in cables. It is a good big stride, and when the transpacific is a fact this country will be abreast of the others.

Judicious advertising always pays.

## KILAUEA, GREATEST ACTIVE VOLCANO IN THE WORLD

[Continued from Ninth Page.]

are a series of sulphur pits or cracks. Steam strongly saturated with sulphur is constantly emanating from these cracks, and the earth surrounding them is coated with sulphur. About two hundred yards from the Volcano House, to the northwest, is what are known as the sulphur banks. Great cakes of sulphur have formed around the small openings or steam cracks in these banks, and one can gather beautiful specimens of pure sulphur there. Two years ago a party of soldiers from one of the transports which stopped at Hilo, while visiting the vol-

can, set fire to these sulphur banks, and this fire raged for two days. There was great fear of the hotel and stables and various outbuildings being consumed, as there is no fire protection; but finally a heavy rain came on which beat out the fire.

By far the largest share of visitors make the mistake of neglecting the steam cracks and sulphur banks, or at most only hurriedly visiting them. To me they were one of the most interesting features of Kilauea. One can spend much time around

them, poking into them, dropping stones down their cavernous depths and speculating on the fires burning beneath.

Nor are these all in the vicinity of Kilauea that are of intense interest to the student of nature. Within a very short distance from the hotel and connected with Kilauea by a great ravine lies Kilauea Iki or Little Kilauea, an extinct crater with almost perpendicular walls five hundred feet deep. The floor of the crater is black lava devoid of all vegetation showing that it is not very old. By



GREAT TREE FERN NEAR THE VOLCANO.—(Photo by Williams, Honolulu.)

growth. You are not aware of approaching either of them until they suddenly burst into view as you are on their brink and the sight is one gorgeous beyond description.

It would not do to close this description of Hawaii's greatest wonder without speaking of the wonderful tropical foliage to be seen along the Volcano road. This Volcano road, by the way, is a fine macadamized roadway built of lava rock. Lined on each side with the most luxuriant vegetation of the tropics, every turn and every bend brings into view a sight that seems more grand and beautiful than that which has just preceded it. Giant tree ferns that would set the fern enthusiast into an ecstasy of delight; great creepers climbing up the Ohia trees; birds' nests ferns beside which those cultivated in yards of Honolulu look insignificant. I have seen much of the most brilliant tropical vegetation in Central America but there is nothing there to compare with that which greets the eye along the Volcano road. One cannot describe it, it is indescribable; one cannot picture it for no photograph can do it justice for it cannot convey the rich tropical coloring to be seen in the verdure. One must see it, just as one must see Kilauea to fully appreciate the greatest natural wonder in the world today.

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That wealth may be your share  
And give no place to God's good grace  
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The fattened purse can bless or curse,  
And this we know full well,  
Gold paves the street for idle feet  
And speeds them fast to hell.

For hell is not that final spot  
That waits for sin's redress;  
It is the sphere all souls find here  
Who dwell in selfishness.

Nor, hooped and horned, by mortals scorned  
Do devils sulk below,  
But crowned with pelf, and love of self,  
Purse proud through earth they go.

They beggar toil, they seize the soil,  
(God's gift to one and all)  
They sing loud psalms and scatter  
That blight where e'er they fall.

With greedy lust and might of trust  
They take the laborer's bread,  
Nor understand his lifted hand  
When offered alms instead.

The thirst for gain blunts heart and brain,  
The gold-mad mind is cursed,  
Oh, you who pray for wealth today  
Seek God's large wisdom first.

No mortal mind alone can find  
The gold-paved path to right.  
With reverent meek, ask powers unseen  
To lead with love's great light.

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